THE STATE CAPITAL.

Lobbyists Controlling the Legislature and Dictating Laws.

manadamine ! -

PASSAGE OF THE CHARTER IN THE SENATE

Demoralization and Discomfiture of the Seventy Solons.

What They Will Do and What They Won't Do.

Aldermen and Assistant Aldermen Provided For in the Charter.

A Mass of Absurd Incongruities.

RAPID TRANSIT ON ITS TRIAL.

Text of the Assembly Central Underground Humbug Bill.

A Logislative Junketing Party-The Commis moners of Emigration Bill-A Reform Alderman A ter Five Dollars a Day-The Marine Court Not To Be Abolished.

The Senate has at length adopted a new charter for the city of New York. Although the basis of it is the one originally prepared by the Committee of enty the Senate has so altered and amended it that the representatives of the committee now dis-own it, as not being by any means their foully cherished measure. The Seventy people are disgusted at the liberties our legislators have presumed to take with what they considered as perfect an instrument as the concentrated wisdom of Gotham could devise for the government of the city. The charter as adopted in the Benate to-day will be sent to the Assembly to-morrow, but the Committee of Seventy are so dissatis-Bed that they declare they will take no further in The Assembly has practically passed having been ordered to be engressed for a third reading. It will probably be formally passed and

When the debate on the charter was continued in ate this morning the lobbies were densely crowded, as has been the case ever since the bill came up for discussion. General amendments eing in order, Mr. Cock attempted to amend the ection giving the appointment of the Commis oners of Public Safety to Judges Sengwick and Cartis. He proposed instead to give the appointment to the Mayor. This was voted down. Mr. dmens to the second secion, that the Board of Aldermen of six Aldermen from each Senrom each Assembly district. Mr. Tiemann was in favor of the amendment. He denounced the Comnittee of Seventy for the way they had attempted

DICTATE TO THE LEGISLATURE. in their way, but he was of the oninthat they would have done better had they re-ined at home and allowed the lawmakers of Mr. Palmer then offered an amendbill or ordinance containing more than one sub et is sent to the Mayor for his signature he committee clause in it was unconstitutional. he committee then rose, and the bill was

the following vote:-

Messrs. Benedict, Bowen, Cock, Foster, Johnson, roby, O'Brien, Tiemann and Whislow 10. In the Senate a motion was then made, and lost by vote of 8 to 18, to substitute the Assembly bill. The mendment retaining the present Board of Aldermen amendment retaining the present Board of Aldermen and Assistant Aldermen for one year was then lost by a vote of 10 to 16. Mr. Johnson's amendment, giving he appointment of the Commissioners of Public Safety to the Mayor and Board of Aldermen, was hen put to a vote and jost by 5 to 17. The regular notion made on every amendment adopted in Committee of the Whole being to recommit to be Committee on Chies, with instructions o strike it out. The Senators who are recorded in he negative, it should be understood, voted to ctain the amendments. The following was the rote to recommit the amendment retaining Commissioner van Nort in power:—
Yeas-Benediet, Bower, Johnson, Lewis, Lowery,

YEAR Benedict, Bowen, Johnson, Lewis, Lowery, PBrien, Wustow...7. Nava...Messra, Adams, Allen, Baker, Chatheld, Cock. PBrien, Winslow - 7.

RAYS-Messrs. Adams, Allen, Baker, Chatteld, Coek, Bakinson, Foster, Harrower, Lord, Madden, Palmer, Perry, Obertson, Tiewann, Wagner, Weismann, D. P. Wood—18.

The voie to recommit the amendment retaining ir. Green in office resulted as follows:— Trad-Masra Benedick, Bowen, Johnson, Lewis, Lowery, 'Brien, Winsiow-7, Nave-Messra Adams, Allen, Baker, Chatfield, Cock, Dickinson, Foster, Lord, Redowan, Madden, Murphy, almer, Perry, Robersson, Tiemann, Wagner, Weismann, D. Wood-19.

The vote on Mr. O'Brien's amendment, giving the power to the Board of Aldermen, by a vo-thirds vote, to appropriate moneys to secondar or denominational schools, was lost by the

YRAS Messrs. Cock, Johnson, Murphy, O'Brien, Tie-sann-B. RAYS Messrs. Adams, Allen, Baker, Repediet, Power

nanu-6. NAYU-Mesars, Adams Allen, Baker, Benedict, Bowen, batheld, Dickinson, Harrower, Lewis, Lord, Lowery, oftlowas, Madden, Palmer, Perry, Robertson, Wagner, felsmann, D. P. Wood, J. Wood—30. A motion after this vote was announced was

A motion after this vote was announced was tade to STRIKE OUT THE ENACTING CLAUSE (the bill, but it was lost by a vote of 4 to 19, Mr. ord then got up and remarked that the title was ot a proper one, as it did not cover the entire sub-ot of which the measure treated, and he moved as a amendment to it the following:—"An act to mend the election laws in New York and to legalize peating in sud city." The yeas and mays were liked on this motion, which was decided in the agative by a vote of 4 to 21, Messrs. Cook, Lord, muson, Mauden and Themann voting in the affirmative. The oill was then put upon its final passed by the following vote:—

TAA—Messrs. Adams.** Allen, Eaker, Benedict, Chaifield, lekthnon, Graham, it. rower, Mcdawan, Madden, Palmer, 1977, Robertson, it. rower, Mcdawan, Madden, Palmer, 1977, Robertson, it. rower, Mcdawan, Madden, Palmer, 1977, Robertson, Sear, Westmann, Vanisow, D. F. Wood d. Wood—18.

Mays—Messrs. Bowen, Cook, Johnson, Lewis, Lord, 1987.** Mays—Messrs.** Bayen, Temann—9.

Mars—Mesers. Bowen. Cock, Johnson, Lewis, Lord, swery, Nurphy, O'Brien, Iremann—2.

Mr. Foster was excused from voting after be had miessed that he could not for the life of him vote beligently on the subject. The bill was such a ass of incongruities that he could not make up his mid as to whether it was a good or bad measure. Lowery explained that he voted against the sarier became the amendments had been kept in e bill retaining the heads of departments and desitant Alderrigh. The distinction was an infocusione, and he righ not believe it right in principal to the last of the proceedings as lat as the price is concerned.

He consisted of serventy's infressentatives, he have been here during the session looking after that the price is all that all the could be challed the was amended, and it said that Alderrigh the chalter was amended, and it said that Alderrigh the chalter was amended, and it said that Alderrigh will see them no more this winding the who expect nothing and are never disapined, and this accounts for the timexpressible gust at the action of the secale today. Is barely possible that the charter disapination and open the option of the committee of the secale today.

tamp worked dey and night and did his part of THE PERSUASIVE POLICY faithfully during the past two months; but it must be confessed that he was assisted by men who succedes in destroying as fast as he builded. He let to-day, but stated before leaving that he would return on kionency; but it is generally beneved that he, take all the others, have given up the fight and will leave the lower house and the conference committees to do just as they please with the cnarter, indeed, it is rumored that there is a project on foot by which the committee of Seventy linend, as they call it, to put themselves right on the record. The project is to issue a manifesto to the people claiming that they framed a people's charter, looking only to the interests of the people, but that their most strenuous efforts to have it adopted were frustrated by the reform Legislature, who gave way to THE INFLUENCES OF PARTY AND POLITICAL EXPENDING.

This done, they will, it issaid, dissoive the committee. Yet there is not a single senator, republican or democrat, who does not assert that the charter as passed by the Senate is a much atronuer and better one in every particular. The republican Senators are in point of fact as much opposed to the cumulative humbing as the democrats but they were made to swallow the pill by caucus hat and put on as good a face over it as they come, and this simply on the ground that the experiment might be productive of the most instance of the complete of the complet

members of the Senate assured me after the vote was taken that there was not, as far are the was able to hear, a single Senator who in his heart did not consider the cumulative system as a huge absurdity which the next Legislature would be compelled by the people to knock in the head. It now remains to be seen what the Asserbly will do with the Senate's amendments will certainly raise a breeze down sairs; but a thorough canvass of the Assembly shows that they will stand the test and be supported by a good majority. It is, however, conceded that it will take a conference committee in the long run to make the charter acceptable to both houses and thus insure its passage.

conference committee in the long run to make the charter acceptable to both Rouses and thus insure its passage.

THE CENTRAL UNDERGROUND HUMBUG BILL. When the charter was being considered in the Senate the discussion on the subject of rapid transit was progressing in the Assembly, the special order being the buil in relation to the Central Underground. A motion of Mr. Husted to consider the Heach Progressing to life in the same Committee of the Whole as the Central Underground was lost by a vote of of in the affirmative and 41 in the negative, a two-thirds majority being required to carry it. The House then went into Committee of the Whole on the Central Underground bill, the pending metion when the House adjourned last night being that of Mr. Lewis to strike out the fourth section, which allows the company to construct an elevated roadway at Manhattanville. Mr. Moseley wanted to know how much of it was intended to be made a surface railroad, when Mr. Husted repeated his explanation of last evening, that the ground at that point was very low, and added that both Mr. Cravel and Mr. Campbell had assigned the same reasons in the case of the Harlem Railroad. However, the gentlemen Interested in this central Underground Railroad were quite willing to have this section stricken out if there was any serious objection to it. In reply to a question of Mr. Judd Mr. Husted said he was informed that the Gentral Underground Railroad were quite willing to have this section stricken out, and accordingly the motion to strike out was lost. An amendment, however, proposed by Mr. Alvord, and cheerfuly accepted by Mr. Husted. The new section and at Chanal street. Mr. Lewis desired to have this section stricken out, and accordingly the surface, to open Broadway both at Bowling Green and at Chanal street. Mr. Husted, who was Englished the Mr. Husted be done under the superintendance of the Commissioner of Public Works, was acopted without debate. The next succeeding section permits the company at any time to increase the capital sto

its capital slock to not exceeding in the aggregate 250,000 shares, which would make the amount \$1.5,000,000. Mr. Alvord thought his ameudment of last night, which had been adopted, was quite sminient to cover this point, and so he moved to strike out this section altogether; but Mr. Husted explained that the section as it had been amended imited the capital stock to \$15,000,000, and the additional \$10,000,000 were intended only to allow the company to raise capital enough, in case it should be found that \$15,000,000 was not sufficient to complete the road. Whereupon Mr. Alvord withdrew his objection, remarking, as he sat down, that in his opinion it would cost \$30,000,000 or more before the company got through with it. As a substitute for the elaborate section relating to private property along the route Mr. Jacobs offered a new and simpler, one which was adopted, stating that the corporation "may acquire and noid by purchase the fractional part or parts of any lot through or under which its road shalt run, and hold and convey the same in the same manner and with the powers possessed by a private person."

AN INTERMINABLE SECTION, being section \$ of the Beach Pheumatic bill, was suggested by Mr. Jacobs, and the House adopted it as

seased by a private person."

AN INFRMINABLE SECTION,
being section 8 of the Beach Pneumatic bill, was suggested by Mr. Jacobs, and the House adopted it as
section 8 of this Central Underground. It provides
that the municipal authorities of New York shall at
all times, as far as pracidable, and the company in
the construction of the works, and that in case of
any volation of any of the provisions of the act it
shall be the duty of the Mayor to institute legal proceedings to compel their observance. There was
quite a fight over a proposition of Mr. Alvord
to insert at this point the entire section
which is in the Beach Pneumatic bill,
providing that in case the company should construct the whole or any part of the railroad on the
double tunnel plan, Mr. Origen Vandenburg, his
representatives or assigns shall have the right to
petition the Supreme Court of the First Judicial disrict of the State to appoint, and upon such application the Court shall so appoint, a commission to
determine whether or not Mr. Vandenburg was
the originator of the double tunnel plan,
and if there found he was the originator of the double tunnel plan, and if they found he was, to settle the amount of compensation which the company must pay him as the original proprietor of the scheme. In supporting this proposition Mr. Alvord a council and the investment of the scheme.

must pay him as the original proprietor of the scheme. In supporting this proposition Mr. Alvord culiogized the inventive gentus of Vandenourg and his efforts to secure to New York a practical plan for rapid transit. Mr. Fleids made

A VIGOROUS OFFOSITION

to this section, and said the idea of it was to allow Vandenourg to have an injunction issued ageinst the railroad. He suggested a saving clause to the effect that the construction of the railroad should not be interfered with. Thus, while Mr. Vandenourg might nave his commissioners appointed, the progress of the work would not be interrupted. Mr. Alvord did not want this section interiered with, because it was a compromise that had been agreed upon by both parties. Mr. Fields did not understand who air. Alvord meant by "both parties." He thought the Legislature was passing this bill, and not the gentlemen of the lobby. Alvord created some sensation when he buntly answered, "This assertion brought Mr. Koche to his feet, and he commented sharply on the lobbysists and the idea of this being a reform Legislature. The lobbylists in the present instance, he said, were as busy as in the case of the Eric Railroad. They were passing around now from seat to seat instructing members as to what should be done. The idea of this being a reform Legislature of 1871, with all its faults, never presented a spectacle like this; and he was glad the admission had been made, and made by the leader of the House that it was

THE LOBBYISTS WHO WERE CONDUCTING THIS LEGRoche's remarks fell like a bombshell in the midst

The Lobbytsts who were conducting this legIslation.

Roche's remarks fell like a bombshell in the midst
of the legislative camp.

Alvord answered that if by the leader of the
House it was intended to mean himself, he would
say that he made no admission; he merely stated the
lact. Mr. Smyth interposed the observation that it
appeared to be the lact, but with this difference,
that last year it all was on one side, but this year
both parties had lad the right to be heard.

Mr. Roche remarked, amid a peal of langhter,
that if the term "third party" or "third House" had
been used it would have been more correct.

It was supposed that Mr. Fields would not pross his
amendment; but, as he insisted on it, the discussion
was continued, Mr. Fields contended that his
object was to prevent the road being hed up for
years. The interests of the people who were in
lavor of rapid transit required that the company
should be protected. He was in favor of not this
schemo alone, but of every other which would
assist in solving the problem of rapid transit. Mr.
Jacobs took occasion to call Mr. Alvord to account
for his inconsistency, in saying, as he did last night,
that he was anxious to see the road
constructed, and how endeavoring to secure
the adoption of an ameadment which would
virtually kill it. But Alvord immediately
retorted and repeated his sentiments in isvor of
rapid transit. He was in favor of all that appeared
to be practical plans; but he was also in lavor of
justice being done to Mr. Vandenburg. He had no
doubt but that after this bill should have been
passed by the Assembly a compromise could be
effected by which the Senate would conclude to
favor it. Mr. Vedder, however, declaimed on general principles against the ameniment, which he
obaracterized as a fibilishrous proposition, and one
which would render powerless the arm of justice.
Mr. Fleids' saving clause was lost by a vote
of 24 to 38, and Mr. Alvord's amendment
was then adopted. Mr. Husted now proposed and
the House accepted as a separate section a provi-Roche's remarks fell like a bombshell in the midst

tered to add a provision to the effect that within ten days

AFTER THE PASSAGE OF THE ACT
the Mayor of the cuty of New York should, without consideration, execute to the Central Underground Railroad Company a deed of the street known as Broadway, and all the public parks and places in the city, which, of course, was not seriously considered. On motion of Mr. Aivord a section was inserted distinctly stating that "the Legislature may at any time repeal, after or mobily this a t," although Mr. Husted said it was unnecessary, although Mr. Husted said it was unnecessary, although Mr. Busgestion made by Mr. Reachf gave rise to some talk about the rights and interests of the workingmen. He propose i as an additional amendment, which he put in writing, that the Eight Multi law should be applied in the construction of the road, but after some discussion it was lost. On moving of Mr. Flammer the first section was amended so as to make the branch

moving to strike out the title of the bill, but it was instantly voted down, and the committee then rose, reported the bill to the House and recommended its passage. In the House Mr. Roche revived his amendment in relation to the Eight-Hour law, and on the question of its adoption called for the yeas and nays. It was lost again, as he expected it would be, the vote standing 35 to 76, but he seemed satisfied enough with the demonstration ne had made in favor of his irlends, the workingmen. The report of the committee was then agreed to, and the bill was

AN AGE to ameed an act entitled "An act to incorporate the New York City Central Underground Railway Company, and to authorize the said company to construct and operate a certain underground railway in the city of New York," I assed April 17, 1898, being chapter 250 of the Laws of 1898, and the act amending the same, passed May 11, 1898, being chapter 250 of the Laws of 1898.

The people of the State of New York, represented in Senate and Assembly, do enact as follows:—

Stotton J.—In addition to the powers heretofore granted to the New York City Central Enterground Railway Company said company is hereby authorized and empowered to

of said street, and shall restore the surface of the same to its

an increase of its capital stock, not exceeting in the aggrate 250,000 shares, by vote of a majority of its stockholders, at a meeting or meetings of stockholders called for that purpose, according to the provisions of an act entitled "An act to authorize the formalion of railroad companies and to regulate the same," passed April 2, 1860, and the several acts amendatory thereof and additional thereto.

SKC. 6.—The said corporation may acquire and hold by purchase the fractional part or parts of any lot through or under which its road shall run, and hold and convey the same in the same manner and with the powers possessed by a private person.

pame in the same manner and with the powers possessed by a private person.

SEC 7.—If any person or incorporated company shall have excavated or constructed any works under Broadway, along the line of the route of the New York City Central Underground Railway Company, of which such persons or corporation shall be possessed by authority of an act of the Logislature, then, and in such case, it shall be lawful for said company, or the persons or corporations so occupying and owning said works thereon, to make application to the Supreme Court, in the First Judicial district, upon petition, for the appointment, and it shall be the duty of the Justices

and owning and who have a superior and owning and who was a superior court, in the First Judicial district, upon petition, for the appointment, and it shall be the duty of the Justices of said Court to appoint,

THERE DISINTEREFERD AND COMPETERST PERSONS, one of whom shall be a civil and mechanical engineer, as commissioners to estimate and determine the value of the same, and to report the same to the saif Court for confirmation; and the report of said commissioners, upon confirmation; and the report of said commissioners, upon confirmation by said Court, shall be final; and the sum so determined shall be the sum which the said New York City Central Underground failway Company shall pay to such person or corporation therefor.

SEC. 8.—The municipal authorities of the city of New York shall at all times, as fair as practicable, aid the said corporation in the construction of the worse herein authorized, and the construction of the worse herein authorized, and the said couple of the provisions of this act.

SEC. 8.—The municipal authorities of the divity to institute proper legal proceedings on the behalf of the Mayor, Alidermen and Commonalty of said city to compel the observance of the provisions of this act.

SEC. 8.—If said company shall construct the whole or any part of its railway under Broadway on the double tunuel man, or by enclosing each track in an independent or sepants.

thereof.

SEC. 10.—The number of directors of the said company shall be not more than thirleen.

BEC. 11.—All the powers and provisions of the asi hereby amended, and the amendments thereof, are hereby extended to the routes or lines herein authorized and the branches thereor, so far as the same are applicable, and all acts and parts of acts inconsistent with this act are hereby repeased.

SEC. 12.—The Legislature may at any time repeal, alter or modify this act.

thereot, so far as the same are applicable, and all acts and parts of acts inconsistent with this act are hereby repealed. Sec. 12.—The Legislature may at any time repeal, alter or medity this act.

Sec. 18.—This act shall take effect immediately.

The Committee on Railroads to day reported adversely on the committee on Railroads to day reported adversely on the sec. 12. The Original Central Undergound Railroad Dill which has been before them. Mr. Benedict made a motion to disagree with the report of the committee, which brought Mr. Madden to his feet. He charged that the Railroad Committee of the other nouse nad not acted in good faith; that the two committees had together considered all the schemes presented to them and agreed to stand by one another—in other words, to not mix things by making different reports about different measures without previously consulting together. The report of the commisse was then laid on the table.

That excursion to Poughtershie.

Many of the members had accepted an invitation of Mr. Eastman to visit his college and to join with the State officers and Senators in a joilification at Poughteepsie this evening. The Common Council were to meet them, and a delightful time was antippated. In yiew of this an effort was made in the flower to adjourn until Monday evening. Rut Mr. Aivord spoiled it all. He read a long and caustic lecture upon the necessity of giving all the time at their disnosal to the immense amount of public business which was before them, and a succeeded in carrying a motion that the House take a recess until this even helore the House adjourned, in order to catch the train which would take them to Poughkeepsle in time to participate in the joilification.

Mr. Alberger, from the Committee on Commerce and Navigation, reported this evening a substitute for the bill introduced by Air. Mackay, some time ago, creating a Board of Commissioners mentioned in the bill are

the President of the Irish Emigrant Society are made ex officio Commissioners. The term of office is fixed at five years, vacancies occarring to be filled for the remainder of the unexpired term by vote of a majority in the Board within thirty days immediately preceding the expiration of the full term of office of the Commissioners, The Governor, by and with the advice and consent of the Sental appoint their successions of the Sental appoint their successions.

piration of the luli term of office of the Commissioners. The Governor, by and with the advice and consent of the Senate, shall appoint their successors for a like term of five years. The term of office of the present Commissioners ceases when the new officials make and file their official oath of office. One section in the bill provides that the Commissioners shall not be required to support any person capable of carating glivelihood for a longer period than two years. This section does not take effect until the first day of June next.

GUITE AN AMUSING SCENE

occurred in the Assembly this evening. Mr. Husted offered a resolution that Alexander Whiler be appointed a clerk, at \$5 a day, to the special committee who are to take into consideration the question of the Congressional apportionment. The resolution was an exceedingly long-winded one, and when it was read through Mr. Roche arose and asked Mr. Husted if the Alexander Whider who wanted to be clerk was one of the reform Aldermen in New York. Mr. Husted replied in the affirmative, and the House burst out into a perfect roar of laughter. Several of the members then "went" for the resolution with all sorts of objections, and Mr. Hinsted inally had to withdraw it. The resolution was drawn up in the handwriting of the reform Alderman himself.

Mr. Hawkins called up his resolution calling for

Alderman himself.

Art. Hawkins called up his resolution calling for an investigation into the affairs of the various departments in New York and Brooklyn, the investigation to be carried on during the recess.

Art. D. B. Hill argued to show that the investigation business was played out, and that, if there was anything rotten in the departments in New York and Breoking, there were good and energist men in those cities who would do all the investigating necessary.

Art. Investigation bus NESS

necessary. Mr. Judd demed that THE INVESTIGATION BUS MESS Was played out, and declared that it would be well for the blate to give a committee a roaming commission to go and investigate everything and everybody whom they had good reason to suspect. Mr. Alvord protested against any committee sitting during the recess. The question them turned on the power of the committee during the recess to subparna witnesses, and the resolution was laid on the table. The Judiciary Committee reported adversely on the bill to abolish the Marine Court, and the report was agreed to.

THE STATE OF WAR IN TEXAS.

The Misdeeds of Mexican Marauders-Robbery of Cattle and Impoverishment of the Stock Raisers-Armed Bands Making War on the Americans Between the Nueces and the Rio Grande.

(From the Corpus Christi (Texas) Advertiser.] From the 15th of February, 1872, to the 29th of said month four large droves of stolen beeves were sed into Mexico, between the Florido and Santa Maria ranches.

The former is about twenty-seven miles above Brownsville and the latter about thirty miles, and

both are on the Rio Grande. It has been ascertained from trustworthy source that these four droves contained at least two thousand animals. The general estimate s higher. Each beef is worth \$20; conse quently, the loss accraing to Texas stock raisers by the operations of Mexican invaders at a single crossing, for the space of fitteen days, foots up \$40,000, exclusive of stolen horses and other property. The operators are armed mea, organized and fitted Mexico. One band, in charge of the above-mentioned droves, numbered thirty men. Why do they do it? Because they are making war upon Americans living between the Nucces and the Rio Grande. They say this section of country belongs to Grande. They say this section of country belongs to them, that the Nueces River is the northern boundary of the State of Tamaulipas. They ignore the treaty of 1836, and the treaty of Gnadaloupe Hidaigo. They consult their passions of hate and revenge, and they despoil us remorselessly and with savage satisfaction. They intend to drive us out of the country, and they bid fair to attain complete success. They are impoverishing us and we shall be compelled to leave or starve, we do not mistake the motives of our ruthless invaders. They avow them openly and back what, they say by the iron hand of power—by violence thodeshed and repane.

ther say by the tron hand of power—by violence bloodshed and rapine.

On the 29th of February eighty Mexican soldiers made their appearance at the Florida ranche. They established two holes of skirmishers, reaching from the Rio Grande to the road leading from Fort Brown to Ringgold barracks, and placed pickels on the road. They made prisoners of all attempting to pass. Among the detained were Mr. Thomas C. Sheldon and Mr. Thomas Handy, inspectors of customs, and on duty Mr. Miodas Champion, an old and highly respectable clitzen, and others. None were in durance for a less time than two hours. One of the most active officers present was Captain Garcia, of Cortina's con The reason for these demonstrations became evi-tent very soon by the appearance of a drove of the theory of the same stolen cattle. When dent very soon by the appearance of a drove of eight hundred or one thousand stolen cattle. When nearly all of these had been crossed to the Mexican side the skirmishers closed in their rear and moved to the river. Some beeves had bogged. These were shot, the hides taken off and the meat left in the mud. The price of a fine pair of beeves—necked together—was three dollars, one dollar and fifty cents each. The people of La Palma and other ranches on the other bank are reported to have

gether—was three dollars, one dollar and fify ceuts each. The people of La Paima and other ranches on the other bank are reported to have availed themselves of this opportunity to buy cheap beef from the "armed merchants of Mexico."

Un or about the 6th day of March, 1872, Dionisio Cardenas, First Aicade, or Mayor, of the city of Matamoros, Mexico, bought 600 American beeves at \$3 per head. The remainder are supposed to have been driven into the camp of General Cortina. Dionisio Cardenas has been noted as the buyer of stolen beeves for more than three years. This connection with the depredatory war upon the people of Texas has been published time and again. It made him extremely popular with his countrymen. He was nominated for office upon the Cortina or Juarez ticket, and was trumpnantly elected by an admining and sympathizing constituency. He represents them with fidelity. This requires no comment; it speaks for itself. People abroad cannot understand how it is that Americans submitto be mordered and robbed by these Mexican vandals. The country between the lower Rio Grande and Oaptain King's ranch is thinly settled. Ninetenias of the inhabitants are Mexicans. The truth is, the Mexicans are in possession of the country outside the towns, and are largely in the ascendant inside of them. They do quite as they please. Armed bands cross to this side, they roam at will, kill whom they fiel like it. It is very seldom anything is heard of them until after they have crossed the Rio Grande with their plunder. The rancheros say they are afraid to give information concerning them, because they have been threatened with death should they do so.

A small party of citizens could not oppose thirty, forty or fity men, armed with repeating rines and pistols—resistance would be a useless sacrifice of life. A conviction has forced inself upon the minist of many Amer. Cans. A large majority of Mexicans living in the afore-mentioned district are refugees—translent sottlers. They are Mexicans who visited ranches on this side in 186

THE BLACK HILLS GOLD SWINDLE

St. Paut, Minn., March 29, 1872. Major General Hancock, commanding the Depart ment of Dakota, has addressed a letter to the Sioux City Times for publication, announcing that, as the Black Hills region is an Indian reservation, he shall prevent, by the use of troops, if necessary, any prospecting parties entering. He ands:—An official letter from General Staniev. In command of that region, says no gold has been found in the Black Hills.

THE CENTENNIAL COMMISSION.

PHILADELPHIA, March 29, 1872. PHILADELPHIA. March 29, 1872.
The Centennial Executive Committee held a private session yesterday afternoon, at the Continental Hotel. The subjects discussed were regarding the location and cost of the centennial buildings, and the means by which the necessary funds to carry out the arrangements are to be provided. It was proposed to organize a stock company and to proportion the several thousand shares among the different States.

FOUND DEAD IN A HALLWAY.

At nine o'clock last night William Dowling, aged thirty-five, was found dead in the hallway of his residence, No. 212 East Porty-second street. The Coroner has been notified and will hold an inquest to-day.

THE GEORGIA BOND COMMITTEE.

AILANTA, Ga., March 29, 1872. The Georgia Bond Committee will leave here to-night for New York to hold a session in that city for several days, beginning on the 10th of April, for the convenience of the bondholders there.

WASHINGTON.

THAT DEMOCRATIC CONFERENCE.

Denial by Mr. Belmont of Its Having Taken Place.

Who Were There and What Was Resolved On.

POSSUM! POSSUM! POSSUM!

The Blockade of the Rio Grande Raised.

WASHINGTON, March 29, 1872. The Late Democratic Conference—A Strange Denial—The Impracticables and the Hope-

The meeting at Welcker's on Wednesday evening has been the occasion of a good deal of discussion who believe in the party but were not invited to meet Mr. Beimont. The report of the proceedings of the conference which was printed in ALD created much surprise on the one hand consternation on the other. There are a great many democrats who will not favor the acceptance of the nominee made themselves felt at the conference, but their disapprobation was so strong that Mr. Belmont was induced to authorize a denia: that any conference had taken place. If seventy Congressines meeting Mr. Belmont in a room by themselves for a specific purpose—that purpose being to conf. 'ogether as to the proper time for calling the Democratic Convention-does not constitute a conference it is difficuit to conceive what a conference is according to the understanding of the Chairman of the Democratic National Executive Committee. The full story of what took place has a new inter

est from the fact that Mr. Beiment would have the public believe that no meeting had been held. Nohody doubts that Mr. Belmont was in Washington He came here on his way to Kentucky, where he intends buying horses for the spring races at Jerome Park, and during his slav he tried to find out something about the political race course. For this purpose he asked many leading men in both of Congress to meet him at Welcker's, as has already been reported in the HERALD, and not fewer were Representative Parker, of New Hampshire; Representatives Cox, Wood, Slocam and Williams, of New York; Representative Sherwood, of Penn-sylvania; Senator Bayard, of Delaware; Senator Hamilton and Representatives Swann and Merrick, of Maryland; Senator Davis and Representative Hereford, of West Virginia; Representative Harris, of Virginia; Representative Waddell, of North Carolina; Representative Campbell, of Ohio; Senator of Kentucky; Representatives Caldwell and Whitthorne, of Tennessee; Representatives Kerr and Nib ack, of Indiana; Representatives Marshall and McNeely, of Illinois; Representative Eldridge, of Wisconsin; Senator Blair, of Missouri; Senator Casserly, of California, and Senator Kelly, of Oregon.

These gentlemen and the others who met with them were selected because they were considered representative democrats and the proper persons to give expression to the sentiment of the different parts of the Union. Mr. Niblack presented the guests, and opened the meeting by asking an expression of opinion which would be use'ul in directing Mr. Belmont on the question, not so much as the time of holding the democratic conven tion as to the propriety of calling the democratic committee together for the purpose of naming the time. This was very significant, Mr. Niblack being the only member of the committee present besides meet very important in view of the conflicts in both parties, Strange to say, Senator Blair seemed to desert his "possum" people in Missouri, and made a speech as if to direct the National thought desirable not to call the National Conven tion for an early day. For an hour or two this seemed to be the tenor and effect of the discusston, Beck, Kerr, Bayard, Whitthorne, Nib lack, Eidridge and all the impracticables thinking they saw wisdom in it, Mr. of the discontented but timid republicans who do not want to make a farce or their convention, S. S. Cox. Campbell, Harris, of Virginia, and then Casserly and Stevenson broke in with very atrong statements, by which they sought to make it clear and beyond question that democratic policy and principle, and democratic success demanded a perfect accord on the proposition of co-operation with the Cincinnati Convention. This co-operation, they thought, would not embarrass, but help, and to help it should be so organized as to make it effectual, and to be effectual there must be no interference with the Cincinnati Convention by

democrats.

Mr. Belmont neard all the statements. He goes to Kentucky to buy race horses. He is in no hurry to call the committee. The Convention will not be called until after the Cincinnati Convention meets. It is solemnly proposed to help that Convention by honest effort and reticence, and, next, to keep the democratic organization perfect and intact for that purpose. But there will be no aid given to those, no hope to scare timid republicans from geing to Cincinnati by heating democratic drums or blowing democratic bugles in advance of that Convention or the contest which will ensue in November.

The Rio Grand Emburgo Removed.

The Secretary of the Treasury to-day telegraphed the Collector of Customs at Brownsville, Texas, revoking the order previously given forbidding the clearance of vessels with goods from that port for any point north along the Mexican border. This matter was discussed in the Cabinet to-day, and the telegram was sent after the Secretary came from

the Cabinet meeting.

Shipbuilding and the Tariff.

At the instance of Speaker Blaine a hearing was had to day before the Ways and Means Committee on the subject of incorporating in the Tariff bill some relief for the shipbuilding interest. The Speaker and his colleagues, Representatives Lynch and Hale, were present, and each one presented his views on the subject at length. The merits of Mr. views on the subject at length. The merits of Mr. Lynch's bill, pending before the Committee on Commerce, and Mr. Hale's bill, pending before the Ways and Means Committee, were fully discussed, and it was finally agreed that Mossrs. Biaine, Lynch and Hale should embody their views in a single section for insertion in the Tariff bill. The Comlittee of Ways and Means did not, of course, give any indication of their own views on the question, but it is believed that a provision in the Tarin bill shipping interest

The Signal Service Appropriation. William Orton, the Postmaster General, and General Myer, were again before the Committee on Appropriations to-day and had a hearing on the sub-ject of an appropriation for paying the expenses of telegraphing the reports of the Signal Service. Hon. William Waiting, Assistant Attorney General, rep-resented the interests of the government. The committee will continue the subject on Montage. committee will continue the subject on Monday.

A despatch was published some weeks ago that the Treasury Department had no funds for the Judiciary and that Congress had been asked for \$1,000,000 in a deficiency bill. The statement was based upon the despatch that Ku Klux expenses had caused the deficiency. Prior to July 1, 1871, the proceeds of fines, penalties and forfeitures were always appropriated to pay the expenses of the United States Courts, and an additional sum was also needed each year. In the estimate submitted to Courts for the year sending mate submitted to Congress for the year ending June 20, 1872, it was assumed that the balance to the credit of the appropriation of the lat of July

1671, over \$500,000, and the fines, penalties and forfeitures, also over \$500,000, would be appropriated as usual, and that the additional sum of \$2,000,000 would be required. Congress cut off the oat balance and the flues, penalties and toriet-ures and appropriated \$2,000,000. The consequence is that an additional sum of \$1,000,000 is now

The following despatch has been received at the Navy Department:-

Navy Department:—

UNITED STATES FLAGSHIP WORGESTER,
HAVANA, March 22, 1872.

Hon. George M. Roikson:—
Sir.—Having been notified by the captain of the
German frigate Gazelie that to-day being the birthday of the German Emperor it would be observed by
the two German war vessels now here, the vessels
under my command in this harbor were dressed
and a salute of twenty-one gings was fired,
at noon from this vessel in honor of the occasion.
The Russian Admiral informed me that the 2d of
March was the amiversary of the accession of the
present Czar. On noisting colors on that day the
vessels of this fleet here were dressed, and the
worcester fired a national salute at noon in honor
of the occasion. Respectfully. S. P. LEF,
Rear Admiral Commanding.

The Soap Fat Men in Oanger.

The Soap Fat Men in Danger. The Internal Revenue Office has decided that when manufacturers of soaps claim for their manufactures medical or cosmette properties, and adver-tising such manufactures as possessing the virtues referred to, the same will be subjected to the tax which the revenue laws impose upon patent medi-cines and cosmetics manufactured and offered for sale as such.

Brooklyn's Federal Courts. Justice, left here this evening for Brooklyn, to ob-tain better accommodations for the United States

Estimated Receipts and Expenditures of the United States and Great Britain for 1873. The following is a comparative statement of the estimated receipts and expenditures of Great Britain pared at the Treasury Department:-

Redecimed 1862 Bonds.

The amount of 1862 bonds redeemed to date in a
 Pirst call
 \$01,850,850

 Second call
 10,479,256

 Thud call
 11,887,500

23 were as follows:-New York..... \$2,202,657

Boston Philadelphia Baltimore

YACHTING NOTES.

Yacht Sappho. Vice Commodore Douglas. N. at the anchorage off Whitestone yesterday, and will proceed this morning.

Steam yacht Brookhaven, Parsons, "No Club", New York for Port Jefferson, was at Whiteston

His Royal Highness the Prince of Wates' yacnt Alexandra was lying in Coine, near Wivennoe, on the 9th inst.

mer, Captain Gaussen; Snowdrop, Mr. Stainton; Guinare, Rev. A. B. Cotton; Starling, Mr. Pittifor; Fleur de Lys, Mr. Birch; Rose, Mr. Mugford; Glungse, Mr. Clark; Druid, Mr. S. Groves; El Mr. T. B. Wise; Lotus, Mr. Mavor: Water Lily, Mr. Muntz; Medea, Mr. Wright: Maid of the Mist, Mr. Mumford: Nellie Mr. Lee: Amazon, Lord Loute, &c. Lord A. Paget is about to have a steam yacht built at Hull.

Messrs. Harvey, of Wivenhoe, are lengthening the Elaine cutter, which will shortly be ready for sea. The Gloriana is being recoppered by Messrs. Harvey, who are building a 170 ton yawt for Mr. Willen, late owner of the lone. The new yawl, which will be 90 feet in length between perpendiculars, by 20 feet 3 inches beam, will be named the Dauntless. She will be munched towards the close of next

She will be munched towards the close of nextmonth.

Messrs. Harvey have also on hand a yawl of 92 tons and a steam twin series yacht of 20 tons. The yacht oresid, naving on board the Earl of Roden, returned to Cagliari from Tunts on March 2. The Earl proceeded to the interior of the island on the evening of the 4th. The yacht left on the same evening for Oristano, west coast of Sardinia. It is stated that the Prince of Wales has sold his fine steam yacht Alexandra to Mr. J. H. Johnson, of St. Oswyth Priory, Essex.

The yachts Najarla, from Civita Vecchia, and the imogene, Captain Warden, from Naples, arrived at Paiermo on the tin of March.

[From Bell's Life in London, March 9,]
Count Batthyany's new 105 ton cutter is to be
launched from Mr. Raisey's pard, West Cowes, on
Tuesday next, the 12th inst. Sue is to be named the
Krembulga, atter some Truguic because we have

Kreimbilda, after some Teutonic heroine, we believe.

Mr. Pollock's new 150 ton schooner is expected to go off from Mesers, Hanse, 's West Cowes yard also on Tuesday. Sue is to be famed the Harrier.

Messre, dansen last week launched a small yacht for Mr. Windser. She was named the Feronia.

The Alcyone, Sir W. Topham, after extensive alterations by Hatcher, snipped her must this week, and is fitting out with all despetch.

The Christabel, Colonel Gouriey, M. P., has been floated off from Ratsey's slip, after naving undergone extensive alterations, and is lying off the yard fitting out.

The Northumbria and St. Lawrence, cutter, Mr. R. Stephenson, are both fitting out at Cowes.

The Eothen, Mr. J. Brassey, M. P., after extensive alterations to engines and boilers by Day & Oo., of Southampton, has lett Cowes for Plymouth, hence to London.

The Samphire, cutter, 50 tons, Mr. McLaron, R.L.Y.C., arrived at Southampton on Monday, from a shooting tour in Holland, and salice again for Brest and other French ports in the bay. She reports during the winter prevailing easter, whids in the Dutch waters, and, strangely enough, but very signt rainfall.

The old Volante is being sold piecemeal, Mr. Maudslay naving, it seems, entirely declined yachting.

The Marquis of Ailsa is building a 20 ton racing

mandisay having, it seems, entirely declined yaenting.

The Marquis of Alisa is building a 20 ton racing
entire in Scotland. She has been laid down on the
shore of his estate, near the cassie, and at Southhampton the Laidy Evelyn and Foxhound, both
owned by this nobleman, are undergeing alterations
with a view of improving their saling qualities.

The Cambria schooner has been sold by Mr. J.
Ashbury to Mr. A. Woods, of Liverpool, subject to a
survey proving satisfactory on docking. She will
be hove off the mud on the first of the coming
springs.

springs.

There is promise of a fine fund of sport from the

be hove off the mud on the first of the coming springs.

There is promise of a fine fund of sport from the 20-tonners during the coming season, as we know of no fewer than five new craft latent on a cut in with Lizzie, Madeap, Vampire and Co.

We nave received nighty flattering accounts of a new cutter building by Fife, of Fairlie, and only trust she may tail into racing hands.

The following is a revised list of the fixtures of the new Thames Yacan Club for the ensuing season:—May 31, first, second and tailrd class cutter match; June 16, schooner match; June 20, ocean match; June 16, schooner match; June 20, ocean match; June 16, schooner match; June 20, ocean match; Juny 1, waw match.

The annual regatta of the Royal Albert Yacat Club has been fixed for the week commencing on Monday, August 18. The following gentlemen have been appointed as a sating Committee:—Ospian Conway Gordon, Vice Commodore: Count Batthyany, Rear Commodore; Colomed Sir Whitam Topham, Mr. Ash Snooke, Mr. T. Brassey, M. P.; Major Ewing, Mr. T. N. Patoser and Mr. T. N. Biare.

The annual regatta of the Royal Clyde Yacat Club whit take place at Hunter's Quay, Holy Lech, on Friday, July 8.

The Salling Committee of the Norfolk and Suffolk Yacat Club met on Saturday at Norwich to make arranged that the opening dinner should take place at Great Yarmouth, on Wednesday, May 16, and that the opening trip should be made from Great Yarmouth, on Wednesday, May 16, The first regatta for the season will come off at Cautley on Thursday, June 13; the second at Wrexham, on Thursday, July 11, and the fourth at Oulton, on Thursday, July 11, and the fourth at Oulton, on Thursday, July 11, and the fourth at Oulton, on Thursday, July 10, and the great majority of the yacat vances.

The monthly meeting of the Temple Yacht Club took place last night. The principal business for the evening consisted in the election of the saling committee, and preparing the programme for the next season. The opening trip will take place on Monday, May 20, and the great majority

Erith round the upper Blyth Buoy, and back to Chariton.

Third match (Commodore's Cup), Wednesday, August 14, ocean match, Gravesend to Margate.

Fourth match, Wednesday, Soptember 11, the old course, from Chariton to Greenlithe and back, this being the club handleap match.

The Deerhound, screw steam racht, Sir G. Staucley, has been pauled up on Mr. J. S. White's patent slip at Cowes, to be refitted for a cruise to the Mediterrangan.

The Nymph, cutter, the property of the late Mir John Bayley, has been soid, and win be ready shortly to start for Ostend.